

# Report of Survey for Repairs, &c., of Engines and Boilers.

No. 539431

TUES. 29 NOV 1892

Date of writing Report Nov 28 1892 When handed in at Local Office 28/11/92 is London Port of London

No. in Reg. Book. 760 Survey held at London Date, First Survey Nov 28 Last Survey Nov 28 1892

on the Machinery of the Wood, Iron or Steel SS. "MORAYSHIRE" Master Coll

Tonnage { Gross 3822 Vessel built at Newcastle By whom Hawthorn Leslie & Co. When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Registered Horse Power { Net 2481 Engines made at 50 Owners Elderslie S.S. Co. Port Glasgow Voyage —

No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock James Don

Steam Pressure in Main Boilers 160lb (State name of Dock.)

in Donkey Boiler 100lb

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Survey (including date of N.B., if any).
* 160 A.1. 6.92.		* L.M.C. 2.90

Last Survey No. — Port —

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Examined propeller & stern bush & sea connections fastenings, the same found to be in good condition.

General Observations, Opinion, and Recommendation: This vessel's machinery is now as

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 0.02, B.&M.S. 0.02 or \*L.M.C. 0.02, as the case may be.)

as seen in good condition. In my opinion the vessel is eligible to remain as classed without fresh record of survey.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute

Assigned

FM 23 DEC 1892

As now



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State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

\*Certificate to be sent to

18-LRPH—Form No. 9—Transfer Ink—£600, 7/9/92.

Insert Character of Ship and Machinery precisely as in the Register Book.



It is submitted that  
this vessel is eligible to  
remain as ~~CLASSED~~

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

C.P.P.

22.12.92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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